

**IN THE CLAIMS:**

Cancel claims 1-11. Insert claims 12-23.

12. (New) A method for controlling a prime mover for a vehicle, comprising at least one engine control unit and at least one additional controller in the drive train, with command variable demands being sent by the controller to the engine control unit, and with a transfer function of the prime mover being at least partially depicted by means of a predetermined approximated transfer function of the prime mover, wherein the engine control unit calculates at least one parameter of the approximated transfer function of the prime mover and sends the same to the controller, and wherein in the controller the approximated transfer function is reconstructed at least partly on a basis of the at least one calculated parameter and the command variable demands are modified on the basis of the approximated transfer function which is reconstructed at least in part.

13. (New) The method according to claim 12, wherein the calculation of the at least one parameter of the approximated transfer function occurs continuously.

14. (New) The method according to claim 12, wherein the calculation of the at least one parameter of the approximated transfer function occurs discontinuously.

15. (New) The method according to claim 12, wherein the at least one parameter is chosen from the group of delay time, damping, characteristic frequency, phase displacement, maximum gradient in increase of the command variable, and maximum gradient in reduction of the command variable.

16. (New) The method according to claim 15, wherein at least one further parameter from the group of setpoint value of the command variable after an end of a command variable intervention, duration of the command variable intervention, sign of the current command variable gradient and information on the purpose of the command variable intervention is sent by the at least one additional controller of the engine control unit in addition to the command variable demands.

17. (New) The method according to claim 16, wherein depending on the further parameters the actuating paths in the engine control unit are influenced.

18. (New) The method according to claim 17, wherein the actuating paths are influenced on the basis of information on the purpose of the command variable intervention.

19. (New) The method according to claim 17, wherein the operating parameters are set in a purposeful manner in the direction towards deterioration of the efficiency in the case of a very short command variable intervention in a reducing direction.

20. (New) The method according to claim 17, wherein during the command variable intervention the filling in at least one cylinder of the combustion engine is set in such a way that it matches optimally a setpoint value of the command variable after the end of the command variable intervention.
21. (New) The method according to claim 12, wherein the parameters are transferred via a data connection line.
22. (New) The method according to claim 12, wherein at least the parameters of the engine control unit to the controller are transferred in a standardized form.
23. (New) The method according to claim 12, wherein the command variable is chosen from the group of torque, speed, vehicle acceleration, vehicle speed or output.